

CLAIMS

1. In a method of molding an elongated automotive part having a substantially "C" shaped transverse cross sectional configuration, a nadir defining a bottom extremity of said part, an apex defining a top portion of said part, a major surface extending between said nadir and said apex and having a showside surface and an opposing rear surface, the improvement comprising:

(a) providing a mold cavity defining a space congruent with said "C" shaped transverse cross section, said mold cavity extending along a longitudinal axis in a Z direction and having a horizontal direction Y and a vertical direction X, with X, Y, and Z being perpendicularly related to each other;

(b) providing a nadir cavity section, an apex cavity section and a major surface cavity section in said mold cavity with said major surface cavity section having a front showside portion and an opposed rear portion, said nadir cavity section, apex cavity section and major surface cavity section, together defining said "C" configuration;

(c) providing a sloped bottom wall in said nadir cavity section, said sloped bottom wall having a forward boundary proximate said front showside portion of said major surface cavity section and a rearward boundary extending away from said forward boundary in the Y direction and at an angle of about 1° to about 20° relative to a tangent line that touches said forward boundary, extends in said Y direction and is perpendicular to said X direction;

(d) injecting molten plastic into said mold cavity;

(e) allowing said molten plastic to cool to form said molded part;

and

(f) removing said molded part from said mold cavity.

2. Method as recited in claim 1 wherein said angle is from about 1 to about 10°.

3. Method as recited in claim 1 wherein a paint film is placed in said mold cavity along said front showside surface of said major cavity and with one edge of said paint film extending into said nadir cavity section.

4. Method as recited in claim 3 wherein said mold cavity is defined by a three part mold structure, said mold cavity comprising a stationary male member, a moveable female member moveable in said Y direction and a slider section moveable in said X direction and wherein said step (f) of removing said molded part from said mold cavity includes moving said female member away from said male member along said Y direction at an angle of about 1° to 20° relative to a line extending in said Y direction and parallel to said tangent line so that said edge of said paint film located in said nadir cavity section is not scraped or pinched upon said movement of said female mold member away from said male mold.

5. Method as recited in claim 4 wherein said step (f) of removal of said molded part from said mold cavity includes moving said slider section along said X direction away from said male mold member at an acute angle relative to said longitudinal axis Z.

6. Method as recited in claim 5 further comprising providing a sprue in said male mold member in communication with said mold cavity and said step (d) comprises injecting molten plastic through said sprue and into said mold cavity.

7. Method as recited in claim 6 wherein said elongated automotive part is a side sill garnish.

8. Elongated automotive part of the type having a substantially "C" or backward "C" transverse cross-sectional configuration, said part comprising a nadir wall portion defining a bottom extremity of said part, an apex wall portion defining a

top portion of said part, and a major surface extending between said nadir wall portion and said apex wall portion and wherein said major surface has a showside surface and an opposing rear surface, said part extending in X, Y, and Z directions wherein Z is a longitudinal axis of said part, Y is a horizontal direction of said part and X is a vertical direction of said part with X, Y and Z being perpendicularly oriented relative to one another, wherein said nadir wall portion extends away from said show surface of said major surface and has an inclined bottom wall surface, said bottom wall surface has a forward boundary contiguous to said major surface and a rearward boundary spaced rearwardly from said major surface along said Y direction, said bottom inclined wall disposed at an angle of between about 1° to about 20° relative to a tangent line touching said forward boundary that extends in said Y direction and is in perpendicular disposition to said X direction.

9.               Elongated automotive part as recited in claim 8 wherein said angle is about 1° to 10°.

10.             Elongated automotive part as recited in claim 8 wherein said nadir wall portion, major surface, and apex wall portion comprise a plastic substrate and wherein a paint film covers the entirety of said showside surface with a first edge of said paint film covering at least a portion of said nadir wall portion terminating behind said forward boundary.

11.             Elongated automotive part as recited in claim 10 wherein said first edge of said paint film terminates between said forward and rearward boundary of said bottom wall surface.

12.             Elongated automotive part as recited in claim 9 wherein a second edge of said paint film covers at least a portion of said apex wall portion.

13. Elongated automotive part as recited in 10 wherein said paint film is a laminate having a color layer therein.
14. Elongated automotive part as recited in claim 10 wherein said paint film is a laminate having at lease one transparent layer.
15. Elongated automotive part as recited in claim 10 wherein said paint film comprises a metallic or metallic flake appearance.
16. Elongated automotive part as recited in claim 10 wherein said part is a side sill garnish.